

# SURVEY STATEMENT NARRATIVE ANNEX

DNV Id No:  
**G107902**  
Job Id:  
**1777119**  
Revision No:  
**a**

## Particulars of vessel

Name of vessel: **THORCO BASILISK**  
Owner: **MV Basilisk AG**  
IMO Number: **9539377**

## Particulars of survey

Survey station: **Houston**  
Place of survey: **Houston, Texas(USA)-Manchester Terminal**  
Survey started: **2022-07-27**  
Survey completed: **2022-07-27**  
Lead surveyor's name: **Ramalloso, Josue**  
Surveyor:



for DNV

This document is signed electronically in accordance with IMO  
FAL.5/Circ.39/Rev.2. Validation and authentication can be obtained from  
trust.dnv.com by using the Unique Tracking Number (UTN):  
n1777119-fyg and ID: G107902

**Ramalloso, Josue**  
**Surveyor**

## Crane Damage Surveys

Reference is made to the survey statement for the job referenced above for the documentation of the result of survey.

## Narrative Report

### Shipboard crane arrangement 1F (Cargo 80T / 40T)

As requested by the vessel managers, the undersigned surveyor attended on board at Manchester Terminal for damaged hoisting wire rope of Crane No.1 incident happened on 2022-07-23 at 1440H LT. The USCG issued COTP #2022-0087, dated 2022-07-26, with conditions of no cargo loading and or discharging operations can be carried out until vessel and class reports are received.

During attendance, it was observed that the attached wire rope to the hook block has already been cut by the crew and both were stowed on deck. Remaining hoisting rope are hanging from the crane jib. According to the Master, the root cause of the damage was material fatigue. For immediate corrective action, all cargo operations with cranes 1, 2, and 3 were suspended, the cranes were secured in safe position, and spares requisition and outsourcing has started. The preventive measures by the vessel/owners are currently under evaluation. New long term preventive measures will be implemented fleetwide. The vessel plans to remove the old wires only at this port. They plan to cut the remaining hanging hoisting wire rope and stow on deck while those on the sheaves will be reeled in to the winch drum and secure. Toolbox meeting and risk assessment have been carried out prior to start of repairs. The crane will then be secured to its cradle and shall not be used until repaired and loadtested as per rules. Once the crane is secured to its cradle, it will not affect the safety of navigation, and the vessel is fit for its intended route and service.





DNV Id No: **G107902**  
Job Id: **1777119**

According to PMS, Crane No.1 daily inspection or before use was last checked on 2022-07-04 by the Chief Officer.

As per class records, the crane was last inspected by class surveyor on 2022-04-04.

A PR17 is issued together with this class statement due to failure to report casualty damage to class and to authorities. An occasional audit, also required in COTP, will be conducted by the ISM certificate issuing RO.